# WASHINGTON

Passage by the Senate of the Bill for the Admission of Mississippi.

Speech of Representative Cullom on the Rill to Prohibit Polygamy in Utah-Proposed Reduction of Internal Reveune Taxes-Pavorable Disposition of Congress Towards Caba-Report of the Special Committee on Navigation on the Canse of the Decline of Ameriean Shipping.

WARHINGTON, Feb. 17, 1870.

General Banke Cuban Resolution. se Committee on Foreign Affairs had to-day on Genera! Banks' Ouban resorttion deal to insue a procumenton measure in terms to that immed by Spain during the into rebellion, proclaim-ing neutrality between the United States and the pobels. It was evident that a majority of the com-mittee are not disposed to go beyond a more pro-claimation of neutrality as between the belligarents. General Banks was probably aware of this fact when he drew his resolution, and hence he did not go be that point. An ill-favored Yankee Willard, from Vermont, is opposed to any setion in favor of the Cubans. Unfortunately be is a member of the Foreign Affairs Committee and the other day when General Banks introduced table, so as to prevent the resolution from again committee for reports. He it was who made such a windy speech a few days ago on Gov ernor Swann's resolution calling upon the President for information as to the imprisonment of American citizens in Great Britain. He seems to be ambitious te imitate Senator Sumper in his dread of provoking States. Willard, it is understood, is doing all he can to te oppose the Cubans. Before the committee adjourned there was an understanding that at the next meeting a full attendance would be secured and definite action taken on the resolution.

ish Government Paying Its American Credit-

The House of Representatives some time directed the Secretary of State to furnish the reasons, if any, why the Spanish government has no paid in com, according to the treaty of February, 1834, the interest upon the claims of American citizens, secured thereby, to be paid in Paris every six menths, and which, it seemed, had not been distriputed to American ciuzens holding inscription for suterests; and further, whether any portion of such ons has been distributed to creditors to legal lender notes, and if so, who has nad the advantage of such differences between legal tender not nd gold or a bill of exchange on Paris. The Secre tary of State reports to the President inas, according to correspondence on record in the department, the Spanish government failed, through derangement in its finances, for many years after the negotiation of treaty, punctually to pay the interest due the United states. The allegation of inability to make sliese payments appears to have been acquiesced in drawn in Havana on New York. It is understood that this arrangement was approved by the claim-

by the administration for the time being. Finally, bowever, in the year 1847 an arrangement was entered into, which has always been regarded as confidential, by which parment of the interest was to be made by drates ants, or a majority of them. Payment has been made with reasonable punctuality. After the paspears to have been offered and accepted in draits payable in currency, the payment to the Unite tes being made in drafts drawn in Havana on New York payable in currency. The Department is not aware that any one, unless it be the Spanish government itself, has derived any advantages from the difference between coin and currency. On the Store he addressed a letter to the Attorney General for his opinion and received reply to the effect that as the law of 1862 expressly permits the payment of the debts due to the United States, except the duties doubt that the United States are bound to receive from Spain the sams which may become due under notes if the Spanish government choose to offer them

so payment. Proposed Reduction of Internal Taxation. The Committee on Ways and Means yesterday commenced the consideration of the Internal Taxation bill, and voted to reduce the same \$30,000,000. It was also decided to make a reduction of \$20,000,000 in the Tariff bill.

Effort to Harmonize the Virginia Repub-

There are in Virginia three separate central com mittees, eachiprofessing to represent the republican party. An effort is being made here by the Virginia members of Congress to reconcile the differences in the republican ranks, and a call for a State Con vention, to be held soon in Richmond, has been pre-pared and signed by Senator Lewis and three members of each of the central committees. The gen-tiemen interested in this measure to-day called in a body upon President Grant, who received them most cordially, and complimented them upon mangurating so important a movement, assuring them of his hearty sympathy, and that he would give them all the support in his power. Two of the delegates who called upon the President are colored The Selling of Cadetships-Damaging Testi-

mony Against a South Carolina Member. The cadetship buying and selling investigation by the House Multary Committee is becoming daily more interesting, developing as it does the peculiar methods some Congressmen are supposed to resort to in order to make both ends meet here and also to contrive a little profit out of the position of repre-sentatives of the people. Among the parties charged with selling cadetahips is one from South Carolina, whose name I have heretofore suppressed, because of the difficulty in ascertaining whether there existed really any reliable evidence against him, or, in fact, any evidence at all. The name of this representative is B. F. Whittemore, of South Carolina, who has stated thus far in his own defence that the charges against him were made by a person who was prompted by personal spite. Without assuming to pass judgment for or against Whittemore's line of defence, I seel justified in telegraphing that to-day two more witnesses, Colonel Capenart and Mr. A. Senreff, an examiner in the Patent Office, testified before the committee this morning, and one of them his cadetahip for the sum of \$2,000. The witness thus testifying asserted that he went to see Whittemore for a friend who desired to have his son appointed as a cadet. He asked Whittemore, it is alleged, whether he had a cadetahip to dispose of, to which Whittemore answered, "Yes; there it is, and you can have it for \$2,000. There are a good many applications, but you can have it for \$2,000 now." The witness asserts that his object in approaching Whittemore was to obtain the appointment in a proper way, not by purchasing it, and that when he found that the representative was on the "make" he departed. It is not easy to get at the testimony before this committee and therefore I do not give you the above as positively accurate, it may be erroneous, and Whittemore may be the victim of a conspiracy, but I have obtained my information from a source entitled to credit. It is due to honest John Covode to state that the charges against him do not seem to be well founded. Remack, father of the young man who was said to have been appointed by Covode for a consideration, denies that the paid Mr. Covode himself sny money are to any one else to pay over to honest John. Cerstated positively that Mr. Whittemore offered to sell his cadetship for the sum of \$2,000. The witness

in other members who are under a cloud of simann other members who are under a cross of similar charges are feeling very unwell just about this time. They look serious, unhappy and sickly. The investigation is something they never dreamed et. In all probability, and it comes upon them with a crushing force. Logan, Sleeum, Negley and other members of the Military Committee seem to be very carnest in the investigation, and if the charges are brought home to any members of the present House no mercy will be shown them, whether democrats

or republicans, preminent or insignificant.
The McClarrahan Laud Claim Decision.
The recent decision of the Supreme Court in the McGarrahan case was on the validity of an order of of Columbia, made in vacation, directing the clerk to enter a judgment requiring the Secretary of the formin claimed by McGarrahan in opposition to the New Idra Mining Company, and reverses this soin regard to the authority of the two judges to issue a mandamus to the Secretary requiring bim to grant a patent to McGarrahan under the act of July Carter nor Judge Wylie approved the order direct

The next meeting is to be held in Philadelphia. The House Committee on Commerce yesterday agreed to amend the inland port of entry bill so as toa llow goods to be transported in bond to inland cities without breaking bulk. This will include in delphia, Baltimore, Chicago, Milwaukee and Evans

ville, Ind. Roads to-day agreed to report the bill introduced by Senator Penton giving the consent of Congress for the laying of tubes across the East river from Brook-lyn to New York, and from New York across sey shore, with an amendment that in the construction of said work the navigation of these rivers shall in no wise be impaired. The bill con templates that when said tunnels or tupes are constructed they shall be deemed legal structures and be used as post roads for the transmission of United States mails.

to report a bill refunding to hospitals at different points of entry in the United States the amounts of expenses incurred by them in harboring and caring for disabled United States seamen who may have ome under their charge.

The Consular Service bill was also under consider ration, but little headway was made thereon. It is stated that the Senate Committee on Foreign Relations has come to the conclusion to report Sens or Morton's bill looking to the recognition of the Cubans, with some amendments

Weekly Customs Receipts. The following were the customs receipts for the week ending February 12 at the below mentioned ports:-Boston, \$273,243; New York, \$2,448,784; Philadelphia, \$76,134; Baltimore, \$136,987. Total \$2,935,148.

FORTY-FIRST CONGRESS.

Second Specion,

MI. SUMNER, (rep.) of Mass., from the Committee on Foreign Relations, reported a joint resolution authorizing the payment of the full salary of General Hovey as Minister to Peru, without deduction on account of absence from his post, and asked its imme diate consideration. Passed.

Mr. McDonald, (rep.) of Ark., from the Committee

WASHINGTON, Feb. 17, 18/0.

on Post Offices and Post Roads, reported a bill authorizing the construction as post roads of tunnel tunes for railway purposes from New York cuty to Brooklyn and the New Jersey shore, with an amendatory provise that said tunnels shall not oostruct nor impair the navigation of the rivers.

Mr. Wilson, (rep.) of Mass., from the Committee on Military affairs, reported without amendment a joint resolution to pass to the credit of the National Asylum for Disabled Volunteers the unexpended balance of the fund created by the seventeenth section of the act of February 24, 1864. Passed.

Mr. Anthony, (rep.) of R. I., introduced a bill incorporating the National Bolivian Navigation Company, and regulating the effect of a vote of thanks of Congress upon promotion in the navy. Referred. on Post Offices and Post Roads, reported a bil

pany, and regulating the effect of a vote of thanks of Congress apon promotion in the navy. Referred. Mr. Scort, (rep.) of Pa., from the Naval Committee, gave notice that the following resolution had been adopted for the government of the action of the committee:—That in the judgment of the action of the committee:—That in the judgment of the action of officers for restoration to the naval service who have been dismissed therefrom by the sentence of a court martial, unless such restoration be recommended by the Executive Department.

Mr. Drake, (rep.) of Mo., introduced a bill amending the naturalization laws.

THE MISSISSIPPI BILL!

Was then taken up, and Mr. Fowler, (rep.) of Tenn., resumed the floor. He defended the equality of the States and repudiated the assumption by Congress of any right to invade a State and usurp its reserved rights never granted to the federal government, or to declare what social relations shall exist in a State. He believed the exercise of unwarranzed legislative power would result in the destruction of public liberty.

The bill was further discussed by Messra. Sawyer, Warner, Thayer and Trumpull in favor of the amendments, and by Messra. Summer, brake and Cameron in opposition. At the conclusion of Mr. Trumbull's remarks the Senste proceeded to yote upon the pending amendments and the bill.

Mr. Willey's amendment to repeal the conditions in the Virginia bill was defeated by years 23, nays 36, as follows:—

as follows:—

Yras—Mesars, Bayard, Casserty, Conkring, Davis, Ferry, Fower, Hamilton, Johnton, Keliogg, McGreery, Nye, Ross, Saulsbury, Sawyer, Syrague, Stewars, Edeckton, Marman, Trumbou, Vickers, Warner, Wiley, Boreland, Brownlow, Rays—Mesars, Abpost, Boreland, Brownlow, Boreland, Brownlow, Harting, Howell, McDonald, Morrill of Vic, Morton, Osborn, Patter, Lowell, McDonald, Morrill of Vic, Morton, Osborn, Patterson, Fomeroy, Fool, Fratt, Ramsey, Rice, Robertson, Scott, Spencer, Summer, Thayer, Tipton, Wilson and Yates—36.

A vote was then taken upon the amendment of the Senate committee to strike out of the bill all con-ditions and simply declare the States entitled to representation, which was voted down—year 27, representation, which was voted desired nays 32.

The following were the only changes in the vote:—
Messis, Cote, Fenton, Morrill of Me., Scott and Tipton voted aye, and Mr. Nye voted no. Mr. Patterson did not vote.

The bill was then read a third time sho passed by the bill was then read a third time sho passed by the bill was then read a third time sho passed by the bill was then read a third time sho passed by the bill was then read a third time sho passed by the bill was then read a third time sho passed by the bill was then read a third time sho passed by the bill was then read a third time sho passed by the bill was then read a third time sho passed by the bill was then read a third time sho passed by the bill was then read a third time sho passed by the bill was then read a third time sho passed by the bill was then read a third time sho passed by the bill was then read a third time sho passed by the bill was then read a third time sho passed by the bill was the bill was then read a third time sho passed by the bill was th

party vote of yeas 50, mays 11. The Senate then, at half-past five o'clock, ad-

## HOUSE OF REPRESENTATIVES.

WASHINGTON, Feb. 17, 1870. PREVENTION OF POLYGAMY IN CTARL The House, immediately after the reading of the journal, proceeded to the consideration of the bill to

prevent and punish polygamy in Utah. Mr. Cullow (rep.) of Ill., chairman of the Committee on Territories, explained and advocated the bill. He said that the condition of things in Utah determined beyord a question that it was the duty of Congress to do something in relation to matters there, and without delay. The Church, through Brigham Young, controlled the Territorial Legislature and the Legislature appointed the probate

over to the next morning hour.

PROPECTION OF AMERICAN COMMENCE.

Mr. LYNCH, (rep.) of Me., from the select committee on American navigation interests reported two bus for the relief of commerce, which were ordered to be printed and made the special order for the third luesday in March next. They are the same bills the successance of which was published some mans ago.

by Mr. Strone, (rep.) of Conn.—From the book publishers of Hartford, Conn., for a specific duly on imported books; and also from Hartford merchants, regarding the dusy on sugar. By Ma Harnous, Lem.) of Conn.—For an appro-priation to improve and protect the narror of Braha-

would have to ask the House to stop all debate on the bill.

The amendment was rejected.

Mr. Krisky, rep. of N. Y., moved an amendment of one of the Items for the State Department, and Characterized the Second Assistant Secretary of State as having been at heart, though not in action a manignant rebel during the war. He said that that official's wife and family were most outspoken secsionists, and that his house had been made a retidezyous for sebels.

Mr. Brickks, (rep.) of R. L., denied the assertion in the most positive manner. He had known the gentlemen referred to all through the war and knew that there was no more loyal man in the city of Washington. Some standerer had evidently been poisoning the ear of the gentleman from New York. In connection with the appropriations for the construction branch of the Treasury the extravagance of the supervising architect, Mr. A. B. Muniett, was denounced by Mr. Parnsworth, the question of the New York and Boston Post Offices coming incidentally into the discussion, and the architect was defended by Mr. Butler, of Massachusetts.

Without disposing of the question, and after progressing through only two pages of the bill, the committee rose, and, after transacting a small amount of miscellaneous business, at five o'clock the Holles and the Holles as and the Holles and the Holles as and the Holles as and the Holles and the Holles as the Holles as and the Holles and the Holles as the Holles as and the Holles and the Holles as and the Holles as and the Holles and the Holles as and the Holles as and the Holles and the Holles as and the Holles and the Holles as and the Holles and the Holles as and the Holles and the Holles and the Holles as and the Holles and the H

#### OUR MERCHANT MARINE.

tion—Cause of the Decline of American Shipping—Suggestions of Remedice. The following is a synopsis, embracing the more

important facts, arguments and suggestions of the eport of the special committee on navigation interests submitted in the House of Representanve

held sessions in the cities of New York, Philadelphia, Boston and Portland, receiving the statements of agents, gentlemen having practical knowledge and experience relating to the matter under investigation. The shipowners, associations of New York, Philadelphia and Maine Board Trade of Boston were represented at the sessions of the committee. and presented the views of these various associa tions. Like information and evidence have been received in the sessions of the committee held at the cular letters have been addressed to gentlemen en-gaged in the various branches of business connected with the shipping interests, requesting a statement of their views on the subject urater inquiry, and also to American consuls at the principal ports of foreign countries, asking them to furnish information in regard to the condition of the mercantile marine of

regard to the condition of the mercantile marine of those countries.

THE DECLINE IN AMERICAN OCEAN TOWNAGE.

The report says:—The increase of our tonnage in the toreign carrying trade from 1830 to 1840 was about sixty per cent; from 1840 to 1850, seventy-five per cent; from 1850 to 1860, sixty per cent. This latter is the first decade in which we find any remaine statistics of the registered tonnage of Great Britain, to enable us to institute a comparison between it and our own. In this decade the tonnage of Great Britain employed exclusively in the foreign trade of that country increased about forty per crade of that country increased about forty per cent. Our own tonnage engaged in the foreign carrying trade reached its highest point in 1861, being that year 2,442,628 tons, while that of Great Britain was at the same time 3,179,683 tons, giving us the second place in rank among nations in the extent of our ocean tonnage, while we were the extent of our ocean tonnage, while we were the acknowledged superior of all in the proficency which we had attained in the science of naval architecture and in the efficiency of our mercanthe marine.

which we had attained in the science of naval architecture and in the efficiency of our mercanthe marine.

From 1861 to 1856 our tonnage engaged in the foreign trade decreased from 2,642,025 tons to 1,972,925 tons—a loss of 1,149,902 tons, or more than forty-three per cent, while freat Britain in the same Notwithstanding the check caused by the war time gain 986,715 tons, or more than thirty per cent.

upon the production of the crops of the South, which furnished so large a percentage of our exports, the aggregate tonnage of the United States and Great Britain engaged in the foreign carrying trade has increased about fourteen per cent, while from the position of nearly an equal in tonnage with that nation our own tonnage had dyindled to less than one-taird of that of Great Britain.

The change of the business furnished by our own country in exports and imports from American to foreign vessels is still more stricting.

In 1850, seventy-live per cent of our total exports and imports were shipped in American, and twenty-five per cent in foreign vessels. In 1869, thirty-four per cent in American to sixty-save per cent in toring has been shown by the foreign countries, on long routes carrying trade between foreign countries, on long routes carrying the bulky cheap reignts, while, as has been shown by the foregoing table, our own exports and imports are passing in loreign bottoms, and swell the foreign balances against us, which must be settled in gold.

Nearly seventy fore cent of the imports lat the great countered of the country we are foreign to the and swell the foreign balances against us, which must be settled in gold. must be settled in gold.

Nearly seventy per cent of the imports at the great commercial city of the country are in foreign steam-

ENGLISH AND PRENCH POLICY.

commercial city of the country are in foreign steamers.

ENGLISH AND PRENCH POLICY.

At present the whole tendency of the freighting business of the world is to seek direct routes, and, by steam communication, to consume mail and passenger with merchandise transportation. Great Britain, availing herself of the use of steam, has obtained control of the chief of these direct lines of ocean communication, and in doing so has occupied ine shortest routes and those which, without loss of time or distance, affords the most points to touch and tap the trade belonging to them.

Hetween America, North and Souta, she has nine direct lines. Three lines sail direct from Southampton to the Gulf of Mexico—one to Tampleo, Mexico; another to Aspinwall; the third runs to Puerto Cabello, Venezuela. There are also three lines that sail direct for the Atlanuc coast of South America. Panama is the starting point for four lines of British steamers. There are two lines along the west coast of Africa, both starting from Southampton.

Besides a number of short routes counceting different points, the greatest line of all is that of the Peniusular; and Oriental Mail Steamship Company. Its point of departure is southampton. From that port their vessels go to Gibraltar, through the Mediterranean, touching at different points, as Maita, &c., to Port Said, through the canal, the Res Sea, across the Arabian Sea, to Bombay and Ceylon. At the istire place a line runs to Australia, there connecting with a line siready mentioned, running from Panama, and thus making the canal, the Res Sea, across the Arabian Sea, to Bombay and Ceylon. At the istire place a line runs to Australia, there connecting with a line siready mentioned, running from Panama, and thus making the canal, the Res Sea, across the Arabian Sea, to Bombay and Ceylon. At the istire places a line runs to Australia, there competing with the American Continent.

The Prench government of several innes theral than that of Great Britain, and the effect of their policy is seen in the estab

Farther Asia.

There are besides the great lines indicated, others which are also extending rapidly. From Hamburg

d.101.674, of which amount \$336,163 was paid to oreign companies.

We have but two lines of mail steamers running in the Atlantic—one, semi-monthly, to Rio Janeiro on Rew York, stopping at St. Thomas not Pernambuco; the other. Pacific mail on New York to Aspurwall, stopping at a lavana. On the Pacific side we have from ansama, one line to San Francisco, and from there or victonama and Shanghas. From the same portere is a semi-monthly line to Honolulu, Sandwich siands, one to 'ancorver latand, carrying the mails of Oregon, British Columbia, and the Fuget Sound of the Columbia of the Pacific Marketine, and other than tairy steamships are embedded in this service, of which the Pacific Marketine and Oregon the Sandard Marketine of Which are mail curriers for the East and Sandard.

when the country most needed the and of as citzens.

The argument in favor of the policy of admitting foreign built vessels to American registry is based upon the assumption that the change which his taken place in the character of commercial vessels from wood to from and from sail to seam vessels from wood to from and from sail to seam vessels from wood to from and from sail to seam vessels from wood to from and from sail to seam vessels has given to foreign nations, particularly to Great Brushe, such advantages in regard to the cheap construction of this latter class of vessels, as to make it impossible for us to compete with her, and that we are reduced to the alternative of either purchasing our sinps of her or of surrendering to ber the carrying trade. It is further urged that this trade contributes so greatly to the weath of a nation that we should secure it, by purchasing and sailing foreign built ships. To which end it is necessary that all restrictions upon the purchase of such ships should be removed from our statutes.

The opposite policy of allowing only American built vessels the privilege of the American flag and register was adopted at the formation of the government, and has been uniformly adhered to since, modified only by the act of December 23, 1852, which permits foreign vessels wrecked in the waters of the United States and repaired in our ports, the repairs amounting to three-tourils of the value of the vessel, to take out an American register. The beat proof of the wisdom of this policy is the rapid and numerrupted progress which we attained as a commercial nation under its operations. Great Britain became the first maritime nation of the word under a like policy, which she never relaxed until her merchant marine was strengthened beyond danger from competition.

be enabled to drive American taxpayers out of employment.

The polity of admitting foreign built ships to American registry, on payment of a duty, has also been urged upon us. The committee cannot recommend such legislation; for whatever duty might be so imposed would operate only to the advantage of the foreign shipowner, with whom the American purchaser and owner of such foreign built ships would have to compete. If we were to admit foreign built ships to American registry at all, it would be with the view of enabling our shipowners to supply themselves with vessels at a rate as low as that paid by foreign competitors. An American shipowner must in such case be able to purchase as cheap as the foreigner or as must obtain better suips; otherwise he is deprived of that equality of ability to compete which is an essential condition of milly to compete w the success desired by those who wish to engage it the carrying trade of the world. The statement in itself a sufficient answer to the proposition.

in itself a sufficient answer to the proposition.

CAUSES OF DECLINE.

The decline has been wholly in the shipping of the United States. While that of other nations has been depressed from the causes alluded to, there has not only been no absolute decline, but, as has been shown, a constant increase in tomage and in the efficiency of their vessels. It is obvious from the foregoing that the causes operating to produce the present condition of the navigation interest are special—such as affect American tonnage only—and, as your committee believe, may be readily ascertained.

special—such as affect American tonnage only—and, as your committee believe, may be readily ascertained.

The steady increase of our shipping engaged in the foreign trace up to the commencement of the rebellion and the sudden and rapid decline from that point leads directly to the conclusion that its decadence is attributable mainly, if not solely, to incidents of the war. According to the best available data 919,468 tons of American shipping disappeared from our lists during the rebellion. Of this amount 110,163 tons were destroyed by anglo Confederate plirates, while 203,303 tons were either sold to foreigners or passed nominally into their hands and obtained the protection of their flags. Here was an actual loss to the private owners of less than five per cent, and a loss to the nation of about thirty-seven per cent of the total of American tonnage engaged in the foreign carrying trade. The loss of this amount of tonnage would not of itself have produced such disastrous results as we have seen had not the value of what remained been virtually destroyed by the peril in which it was placed from English piratical vesses sailing under the Confederate flag. The risk of sailing under the American flag was so great as to divert a large share of the carrying trade into foreign bottoms, principally those of Great Britain. That changes which have occurred in naval architecture and in the materials of which ships are now being constructed operated anterior to the rebellien, and tended to produce a revolution in the snipping of the world is undoubtedly true. Iron as a bunding material for ships was fast superseding wood, and screw steamers were, as we have said, crowding out sail vessels on all ocean routes where the carrying of passengers and mails could be combined with the general freighting business. But it by no means loitows that this revolution in the character of commercial research on the character of the material for ships was fast superseding wood, and screw steamers were, as we have said, crowding out sail v

The committee, in endeavoring to find the best method of remedying the evil, have considered the following proposed plans of legislation in reference thereto:—

method of remedying the evil, have considered the following proposed plans of legislation in reference thereto:

1. The readmission of the vessels which sought the protection of a foreign flag during the war to American registry. 2. The modification of our navigation laws, so as to admit foreign built vessels to American registry, either free of duty or on moderate duty on the tonnage of such vessels. 3. The allowance of a drawback on imported material which is used in the construction of vessels or an equivalent to the drawback where American materials are used. 4. Permission to withdraw from bond stores to be consumed by vessels on voyages to foreign ports. 5. Exemption of tonnage from all taxes other than by the federal government. And c. The granting of such government and by way of postage on mails and by subgides as will hastire the establishment of lines of American ocean steamers to the principal foreign ports of the world, thereby enabling our citizens to participate in the profits of the trade created by such lines.

THE HECOURAGEMENT TO BE OFFEED.

The testimony taken by the committee is nearly unanimous that by offering to our citizens the same encouragement and protection as is afforded by other commercial nations to their citizens, our anipping can be built, and lines of ocean steamers established as Sast as the requirements of business demand, and that there would be a present demand for snips if they could be cheaply supplied. That although the cost of iron and some other materials would be higher by the amount paid in freight, and the wages of labor are also higher with us than in Europe, yet we skould have an advantage in the cost of simper, a large amount of which is used, even in the counterbalanced by its greater efficiency and skill. Your committee, after the most careful

ed with the great use of increasing the national wealth in time of the of increasing the national wealth in time of the but also as one of the most efficient agencies national ecience in time of war, respectfully immend the following measures he calculated to

district where the collection was made, and the courts of the United States shall have full jurisdiction in all cases arising under this act.

SUBSIDIES PROPOSED.

It is evident that our inture wars with any of the great Powers must be upon the ocean, and with an enemy that must cross the ocean to attack us, and whose vuinerable point to assau is the population and wears which he has scattered on every sea.

Great Britsin has, as we have seen, adopted the policy of subsidizing hes lines of ocean steamers, and the result is that she has doubled the efficiency of her navy, and at the same time added immensely to her national wealth. These subsidized ships are subject at all times to the demands of the government. Our government has no such source to draw from and must consequently depend entirely upon a navy, supported in peace, merely in order to be available in war.

It would be a matter of economy if our government should build vessels adapted to the uses of commerce in time of peace and readily convertible into fighting ships in time of war, giving the free use of such ships in time of peace to merchants who would take care of and use them until required for the national defence. Under such circumstances the government would be relieved of the cose of taking care of the ships when not required for the public service, and the national wealth would be increased by their use for mercantile purposes. As the government can have the control of such vessels when needed, by paying only a small percentage of their cost, is it not clearly a matter of economy and sound public policy to legislate with a view to such results?

RIVER AND RAILWAY NAVIGATION.

The vast navigable rivers and extensive lines of

results?

RIVER AND RAILWAY NAVIGATION.

The wast navigable rivers and extensive lines of railway of our country are so intimately connected with the subjects of ocean steam navigation that your committee cannot refrain from alluding to them in concluding this report.

The constinental position and geographical features of this republic, iying in the direct route between Europe and Asia, washed on either shore by the two great oceans of the world, and interlaced with a vast network of interior navigable waters, affords in itself the grandest of all possible incentives toward determining the granting of such legitimate aid as may be accorded in the effort to revive our shipping interests, as well as to achieve that supremmaritume leadership to which we may reasonably aspire.

Nothing in the future is more certain than that the

shipping interests, as well as to achieve that supreme maritume leadership to which we may reasonably aspire.

Nothing in the future is more certain than that the foreign importations of the West are to be made directly to her chief commercial cities, and distributed therefrom as they now are, from the ports on the seaboard. The railways which are to stipply them in part are but in their infancy, and by means of improvements yet to be introduced may ere long be able to compete successfully with steam transportation by water. Through such improvements the routes across our Continent, already the most direct, may become the cheapest routes from London to China and Japan.

By the adoption of a wise-and liberal commercial policy we can control the trade of Eastern Asia and the commerce of the Pacinc, and pour their wealth directly into the valley of the Mississippl, which is to be the centre of population in the future of our country. Chicago, St. Louis and other cities of the West, are, as we have said, to become ports of entry and distributors of the products of Asia as well as of Europe. Thus the great West has the same interest in reviving and maintaining the ocean commerce of our country under the American flag that the Atlante States have in opening up internal lines of commerce, whether by the building of great lines of railway or by the improvement of take or river navigation.

## ST. DOMINGO.

Advices from the capital of St. Demingo to the 30th ult. report that a national bank has been char-New York capitalists, who have bought up the bonds of the Dominican republic at twenty cents on the dollar and deposited them in the treasury as security for the notes issued. The operations of the bank are to be confined solely to purchasing the bonds of Buez at twenty cents on the dollar, the same to be Base at twenty cents on the dollar, the same to be redeemed at par in the event of the United States concluding the treaty for annexation.

Colonel Juan Evangelista, an adherent of Cabral, has been shot by order of Base.

The United Sintes steamer Nantasket was cruising between Samana bay and St. Domingo city.

The bark Carne Hill, Captain Santa, from Cardiff for New Unicans, with railroad from, was wrecked between Cape Gano and Saona Island. Her crew was saved.

#### CUBA.

Prious Trouble Among the Volunteers-Spanish Vendetta to Avenge Castanon-

The following news has been received by private sources from Havana, under date of the 12th inst:— The volunteers of the Second battation, stationed at Lieutenant Governor of that town, who have both Lieutenant Governor of that town, who have both telegraphed to the Captain General, requesting to be recalled. It is raported that a club has been formed by Spaniards, chiefly composed of employee of the Havana Gustom House, who have sworn to kill all the Cubans that come in their way in order to revenge the death of Castanon. The late assassinations are used to them, including the strack made on the four young men which resulted in the death of Greenwath, Since the arrival of Castanon's body fifty-two perseas have failen victims to this band, twenty of whom have died, and thirty-two wounded. The Venezuelans resident in Havana have been warned that they will all be assassinated, and are leaving in great hurry.

The Cousul of the North German Confederation has presented his thanks to the Casino Español for the kind action taxen in the subscription for the

has presented his thanks to the Casino Español for the kind action taxen in the subscription for the family of Greenwalth.

The volunteers are causing much trouble, and the Captain General has issued a general order request-

#### BAMILTON COLLEGE

vided, and among those present were Judge Bos-worth, who presided on the occasion, and Colonel Emmons Clark, Professor T. W. Dwight, President D. G. Brown, Colonel Frank W. Headley (Sait Lake Rev. J. S. Hastings, Professor North, Rev. Joel Par-Rer, D. D.; Professor Avery, Professor Samuel B. Woolworth, L.L.D.; Mr. John V. L. Pruyn, Professor A. J. Upson, F. Peters, Colonel Thomas F. Knox, S. McD. North (Utes Heraid), Rev. Dr. Kendall, Mr. J. C. Wall, Mr. K. Hadley, M. D. Hunsington.

s. McD. North (thea Herald), Rev. Dr. Kendall, Mr. J. C. Wall, Mr. K. Hadiey, M. D. Huntingdon.
Letters of apology expressive of the inability of the writers to be present were received by the secretary from many of the atumn resident over different districts of the States among the most notable of which was one from the Rev. Dr. Samuel A. Brown, the oldest graduate of the college, now eights-one years of age, and another from Zephanian Platt, Chief Justice of South Carolina.

Judge Bosworff, in Introducing the regular toasts, said that about live hundred of the simminad devoted their taleats to the ministry, and had thereby heiped in the improvement of the moral and religious condition of the ministrates of almost every part of the world. About four hundred more had adopted the legal profession, and many of these had obtained great distinction. It was a significant fact that only fifty of the alumin had adopted the medical

obtained great distinction. It was a significant fact that only fifty of the alumin had adopted the medical profession. So well had the lawyers and the clergy cared for the bodies and souls of their chemis has they seemed to have no need of a physician. After a passing reference to the number of the slumm who had persisted in the war in support of the Union has add that the number of those who had graduated and became members of Courgess was just as large as it was in 1812. (Laughter.)

President S. G. Haown, in responding to the toast of "the Faculty." spoke of the necessity of additional professors for the college for the chairs of philosophy, natural science and natural instory, its objected to the prevalent desire for the ignoring of the study of the dead languages in collegiate education.

He objected to the prevalent desire for the ignoring of the study of the dead languages in collegiate education.

Professor Dwight spoke briefly in response to the toast of "Hamilton College."

Professor Edward Noirm spoke to "The Memory of Samuel Kirkiasat," Chancelor J. V. L. PRIVN, to "The University of the State of New York," Professor C. H. PETRES, to "The Lichfield Astronomical Expedition of Hamilton College," and Rev. Joel. Parker on "The Alumni,"

Captaen John H. Howell, referred to the names of tollege Life" as referred to those who had est their lives on Southern battle fields, and in this son-nection mentioned the hames of Alien and Buckingham, Butas and Issoon, Brown, Crane and Curran. Whitsma, Jonnson and Turner, Lathrey and Sheidon, who had given their mines to the republic in the four of its greatest necessity. He knew some of them personally, out he would not particularize where an were noole, cinvalrous and gallant. Those names would ever stand high in the galaxy of the illustrious atumni.

This was the last of the toasts and brought to a.

The First Plane in the Empire-The Mikade

Letters from Yokobama, Japan, received in England, state that the chief officers of the naval expelition sent by the Austrian government to the East had an audience of the Mikado, who expressed had an audience of the Mikado, who expressed great admiration at the presents, chiefly of Hungarian manufacture, which had been sent him by the Emperor. One of them is a piano, and an attached the Austrian embassy having played several pieces on this instrument before the Mikado, who had never seen a piano before, the latter was so pleased that he at once directed his wife to take resons. Her Majesty is to be instructed in the use of the instrument by Lady i arkes, wife of the British Ampassador at Jeddo.

## ARMY INTELL BENCE.

Company K, Fifth United States Cavalry, which has been on duty in Washington for a long while.

The boiler in the Union Railway carworks at St. Louis, Mo., exploded yesterday afternoon, killing four persons outright and severely injuring several others.

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